#### THE POWER BEHIND THE KEY.

The Curtain Before the Hysteries of the Train Dispatcher Raised.

#### HOW THEIR IMPORTANT WORK IS DONE.

What He Has to Know and Remember-A Descripion of How Orders Are Sent and Received Some Rail-

This is indeed a great railway age. stage-driver's annunciation horn has a supplanted by the shrill shrick of locomotive whistle. The "pikes" have a succeeded by the well-graded, rockest road-bed, on which is planted the

"Oh! bless me, this is pleasant, Riding on the rail."

catten with it, but is flever in sight of the little wire that is strung parallel with the track. This power and personage is the train-dispatcher, The train dispatcher's office is never closed from one year to another, day nor night, Sunay, Christmas, the "Glerlous Fourth." Thunksgiring-Day, or what not. One dispatcher religious profession that it is caused by then also true that when we consider mense number of trains run, the Thanksgiving-Day, or what not. One dispatcher relieves another at designated times, but the work never ceases—no Intermission whatever. As there is a very vague idea in the minds of most people as to the offices of a train-dispatcher, and as to the manner of handling trains by telegraphic order. The following outline of the matter given in a comprehensive manner, will enlighten the ignorant:

ules" or the times for each train at each station. Trains are designated as first, second, third class, and thus on-trains of the first class being superior to those of the lower classes, those of the second superior to those of the third, &c. Thus trains avoid each other according to their class. But same class trains run in each direction; and therefore it becomes necessary for trains running in one direction to have absolute right of way over trains running in the opposite direction, of same or inferior class. Now, if all trains were always on time (an impossibility that each reader will recognize). of same or inferior class. Now, if all trains were always on time (an impossibility that each reader will recognized, they would always meet at the designated of reeting points as per the ilme-table. When the ruling train is fate, the train of inferior right to it must, of necessity, want at the designated point. On the other hand the train of superior right can proceed, although the train of inferior right is not at the time-table meeting point. But, suppose the train of inferior right is very late-several hours, say-it is seen that the inferior right train is "laid out." Just here comes in the junction of the train-dispatcher. He must eatch the trains on his division. Keep a record of each at every telegraph office, and by special order, which in such instances, superaedes the time-table. "advance" the train of inferior right, and save this great delay. And when we contemplate the fact that, especially as regards freight trains—largely the chief source of revenue in railroading—comparatively few of them run on time-table prompt time, it will at once be conocided that this office of the dispatcher is rot only a very important one, but actually an indispensable one.

How onders are sext.

HOW ONDERS ARE SENT. How are these orders sent and delivered? Each efficer is provided with a number of "manifold" books and carbon papers, stylus, &c. Each has its office call—a combination of telegraphic signals. The dispatcher has his train-sheet in front or bira, with names of all offices printed creon, the train numbers, &c. and is constantly putting down these espects of the passage of trains at these several offices, which are given him promptly. The time-table is before him fand in fact in his mind), and as he gets these reports he knows how late each train is; whether it is gaining or losing time, &c., and he figures out an advantatrain is: whether it is gaining or losing time, &c., and he figures out an advantageous meeting point. Let "A" represent the western and "T" the eastern terminus—B. C. D. and E. the intermediate offices. No. 1 and No. 2 should meet at offices. No. 1 and No. 2 should meet at offices. No. 1 and No. 2 should meet at conductors are sometimes called "paste-board punchers." and the freight conductors are not infrequently classed as "lightning-sling-ters." and the conductor who may have to wait a little on the opposing train sometimes chides the dispatcher as a "train-delayer." Collisions are "head-on" or "force," "break-loose," telescope or

which latter is a double-check in case either of the trains should forget their orders, when they would be "held" by the red signal of the operator at the meeting point. Each of these operators copies the order at the same time. Then each reports, and the others, respectively, listen to see if all report alike. If the order is repeated correctly, the dispatcher (who has copied it in his order-book-always on hand)—responds "O. K.," adding the time and the chief dispatcher's initials, whereupon each operator signs his name on the "manifold" paper, and also over the line, which latter the dispatcher enters in his book. The order is then in shape for delivery. The conductors, when the trains arrive, sign their names, which are transmitted over the wire to the dispatcher, whereupon he responds "complete," adding the time and the chief's initials.

THE TIME ORDER. THE TIME ORDER.

When the operator tears off two copies of the order taken in triplicate, gives one to engineer and one to conductor, takes in his red signal, and the train is allowed to proceed. If from any cause, for example, failure of one of the trains to make proper speed—the dispatcher desires to change the meeting point, he has to go through the same routine.

Positive meeting orders between trains of a different class are prohibited on most

between designated points, and the trains receiving this order simply add the extra amount of time given to the "achedule" time of the train running late and go as far as they can on their adoutional time, but must turn out at that station beyond which they could surely count on going within the specified limitation. "Extra trains" are those not designated on the time-table at all, and which cannot move at all without orders from the dispatcher, and must keep out of the way of all schedule trains unless special orders to the contrary are received from the dispatcher. A very wise precaution is in general vogue now, which is to require the dispatcher to get the signature of the rulling train before "completing" the order to the inferior right train. This removes the possibility of accident from the failure of the operator to hold the ruling train for the order, for if the inferior right train so, there is a "cross"—a collision. But if the superior right train secures the order, and the operator should let the inferior right train go, the latter would be acciding the former on timetable figures, and would be safe on the side track when the train now late, is due at that station. If in this case, the

that come down through the office celling to within reach of the operator's hand, as he sits at his instrument.

Very few mistakes are made by dispatchers. Be it said to the credit of the profession that it is very rare that a serious accident is caused by them. It is also true that when we consider the immense number of trains run, there are comparatively few accidents attributable to the negligence or incapacity of employees. Men are not perfect, and it is unreasonable to expect the railway companies, after the exercise of all diligence in the premises, to run a monopoly of those and as to the manner of handling trains by telegraphic order. The following outline of the matter given in a comprehensive manner, will enlighten the ignorant:

That Disparching.

All railways have what they denominate "Time Tables," which contain the "schedules" or the times for each train at each ules" or the times for each train at each when his critic, that very day, made more seation. "Trains are designated as first.

when his critic, that very day, made more serious blunders, only the consequences were not so calamitous.

Trains are frequently run in several sections, that is to say, there are several distinct trains of the saine "number."

These sections are designated as first, second, and thus on, and all but the last section carrying on the front of the engine green flags by day and green lights by night, which denotes that there is another train following of the same rights as the one carrying such signals. A train another train following of the same rights as the one carrying such signals. A train of inferior right met by a train carrying signals, must remain on the side track until the next section arrives, and if this section has signals also, then wait till such signals are represented.

To be certain that the trains of inferior right do not fail to observe these signals, the "code of signals" provides that all engines carrying them shall whis-

that all engines carrying them shall whisthe a designated signal wherever a train is met or passed, and such train must give assurance of understanding the matter by answering with certain prescribed whistle signals, which mean "We under-stand." As an additional safe-guard it is the custom on some roads (notably the C. & O.), to require the train-dis-patcher to notify all trains on the road by special order of signals carried by passenger trains.

A "special scheduled train" is a train run on a special order, giving it the right of track over designated trains—sometimes over all trains on the road, and trains receiving this order have to avoid the special schedule figures in the same manner they avoid the schedule of regular time-table trains of superior right. Railroaders have their peculiar vernacular, of course. When a dispatcher comes on duty he must read and understand the "log," which is the situation of trains on duty he must read and understand the "log," which is the situation of trains as explained by the dispatcher he is about to relieve. If the trains are numerous and in bad shape—off of time, &c., he sees hefore him, "a roast." If everything is apparently smooth, it is "pie." The inferior operator or the beginner who "breaks" much, is "a ham." The swift sending operator is a "rusher." The freight crews sometimes denominate the passenger trains "glass windows." The speedy engineer is a "flyer"—the slower men are "pokes." Brakemen are "twisters"—aithough this age of air brakes on freight trains has minimized the necessity of "twisting" brakes. Passenger

"tail-ender," and "side-wise." Many other such terms might be stated.

The following, written by a dispatcher of this city, contains a play on very many legitimate railroad terms, which terms we quote for the benefit of those readers who may not be versed in railway terminology:

"Ours is indeed a grand country, and it is the railways more than aught else that keep things "moving." These are "fast times," and our commercial interests require business to be "dispatched" on a proper "line," "superintended" with great care and "engineered" with ability, grat care and "engineered" with ability, grat care and "engineered" with ability of as long as the sound of the "wheels" of as long as the sound of the "wheels" of as long as the sound of the "wheels" of as long as the sound of the "wheels" of as long as the sound of the "wheels" of as long as the sound of the "wheels" of as long as the sound of the "wheels" of as long as the sound of the "wheels" of as long as the sound of the "wheels" of as long as the sound of the "wheels" of as long as the sound of the "wheels" of as long as the sound of the "wheels" of as long as the sound of the "wheels" of as long as the sound of the "wheels" of as long as the sound of the "wheels" of as long as the sound of the "wheels" of the land. With a "good head of steam" on, "coupled" with the fact of good "conductors," and a "solid road-bed" of industry, our "train" of commerce can successfully climb" the heaviest "grades" of adversity, safely round the "sharpest curves" Not the least among Richmonders who and a "solid road-bed" of industry, our "train" of commerce can successfully "climb" the heaviest "grades" of adversity, safely round the "sharpest curves" of "danger," and darting through the "tunnels" of stagnation, safely land in the "round-house" of happiness. There should be a "tie" between all railroaders—"hoops of steel" in fact, should "link" them together, and cause them to have a "tender" regard for each other's welfare. There should be no "collisions" between the various "classes" of "employees," but all should "pull" together without "friction," permitting everything to "run" smoothly, with no "fires" of discord, nor "heat" of passion to cause "division," and possibly "reverses" of fortune, and with an un-"lagging" determination to render the service as efficient as possirender the service as efficient as possi-ble,"

PRECAUTIONS AGAINST ACCIDENTS.

PRECAUTIONS AGAINST ACCIDENTS.

Every possible precaution is now taken by our great railway lines to insure safety; nearly all these lines use the book system, and hence "telescoping" is fast becoming a thing of the past.

As a rule, the employees are men of intelligence, refinement, courtesy. The railroad managers desire men in their employ, who will not only be courteous and considerate in their dealings with the patrons of their lines, but also of good moral character in general.

The data for this article was furnished by an employee of the Chesapeake and Ohio road, but the same general rules and policies are commonly in vogue with respect to all well-regulated roads. Mr. Geo. W. Stevens is the efficient General Manager of this great trunk-line, and his administration has been characterized by the display of extraordinary ability. He possesses a fund of railroad knowledge, experience, and tact, which he so successfully applies to the management of his great road as to place himself easily in the front ranks of railway managers. The Superintendent of the Richmond, Peninsula, James River, and Washington Division is Mr. C. E. Doyle, whose successful management of his large territory stamps him as a man of eminent ability. He is a "born railroader."

Mr. Char'es C. Walker, of this city, is

roader."
Mr. Char'es C. Walker, of this city, is Mr. Doylo's assistant, and he possesses a faculty for prosecuting his labors with consummate skill and success. Mr. D. C. Ogg is the train-master of the Rivanna District (the old R. & A. line), and he has evinced excellent capacity and is very popular. Mr. E. P. Goodwin is the Chief Train Dispatcher of the Richmond office, and the man and the occasion met when he accepted this very responsible and important position. He is a young man-scarcely by the thirty-mile post-but has been railroading since a mere youth, and has worked himself up by genuine merit. Mr. G. B. Wall, Mr. W. W. Conly, and Mr. F. E. Anderson, Chief Clerks respectively to the General Manager, Superintendent, and Assistant-Superintendent, are all courteous, faithful, and efficient gentlemen.

A Sectarian Mule,

caught up with a time for it, says a Washington Star writer.
"Good morning," says I; "it's a fine morning for riding,"
"Mighty," says he, "ef y'ain't ridin' a

"That's care yer didn't have to ride one only when yer wanted ter. Ef yer do it frum needcessity hit's different."
"That one you're on seems to be a pretty good one."

"Beat ex good ex a mule ever gits to be, I recken," he said, in a tone indicating his lack of faith in the mule. "What's the matter with him?" "He's cort his a sign."

"What are they? Notions to kick the top rail off of the fence?"
"No; he ain't much of a kicker; he kinder 'pears to have a satisfied sort uv mind, and takes things purty much as

"Why don't you ride him over?"
"That's what I don't like about him."
"Why?"

This was a poser, and quite beyond my scope of comprehension. I had heard of religious prejudices, but they had never gone so far as to affect any other animal

gone so far as to affect any other animal than man.

"You'll have to explain that point," says i. "It's too far over for me."

"Well, hit's this a-way," he said, with a short laugh. "Yer see, I got this critter from a Baptis' preacher that had raised him frum a colt, and had rid him fer seven ye'rs on circuit, an' wouldn't a parted with him fer no price, only he wuz goin' to Mizzoury an' couldn't take the mule alog. He was a power to work an' the preacher usened ter help out his wages lettin' the mule ter people when he wuzu't ridin' him. That's how I come to git him. Well, the preacher never said nothin' an' I never axed nothin', an' the fast Sunday atter I got him I rid off to the Meth'dis' meetin', never thinkin' nothin'. About a mile frum meetin' house I had to ford the Fork, an' the water wuz purty deep that mornin', but the mule knowed the way, an' I fis' let him have his head. An', by gum, he done hit, fer when he got to the deepest place he stopped squar in the crick, tucked his head, h'isted his heels an' sent me kitin' over his years inter the water way his way four feet deep ef hit wur kith' over his years inter the water whar hit wuz four feet deep ef hit wuz a inch, an' soused me clean outen sight."
"Did he run away" I asked, as the mountaineer paused a moment to think

mountaineer paused a moment to over it.

"Nary a run," he said. "When I come up, meezin' an' snortin', he wuz waitin' thar fer me as quiet ez yer gran'mammy, an' I got on an' rid out. Yer see," he concluded, "the dern mule knowed I wuz a Meth'dis', an' ez he wuz a Baptis', born an' raised, he jis' run his doctrine in onter me an' soused me all over when he had the chance. He's too good a mule to kill, an' ef he ever does that ag'in I'll kill him shore, So's not to give him no temptation, I never try no more fordin' with him."

The Hill-Winds,

The hill-winds coming, the hill-winds going.
They have no care for my heavy fret;
I lay my face in the long grass growing
And dream of Moirin, and half forget
That never a wind in the world is blow-

ing thoughts to my heart that loves

The hill-winds going, the hill-winds com-I take no heed of them all day long. Though I lie in their heart from dawn to

gloaming.
And hark the bees where the clovers throng; And, O wild bees, that you'd hush your

humming: What comfort is there in comb or song? The hill-winds blow without care or cum-And scents of bean-fields they bring to

Where magle flowers without name or Are sending dreams where sad sleepers But none so deep as the honeyed slum-ber

Of Mohin drowned in the Ictian sea.

Nora Hooper in New York Tribune.



proved an excellent drawing card,

add his respects to line.

And the sale had canceled another engagement in order to be at the Milber recital. He said he felt little was lett to him to say after Saxby had finished his eulony of Mr. Miller, and he had a notion to retaliate by making a Democratic speech. In introducing Mr. Miller, he said the man who can tearn us to laugh and help us to a few woments of laugh provided the la

has the true Vinginian dialect and tone.

The polished manners of the typical Virginian gentleman of the old school have been handed down to him, and, while they may have lost much of their dignified stiffman. "Then what alls him?"

"Well, I want to git over on t'other side uv the Fork, and I can't tell till I git up here about two miles whar that's a boat, so's I kin ride over in that."

"When the word of the results of t

Mr. Hollier was found snugly ensconced in Mr. Howard Saxby's ganctum out at that gentleman's handsome residence on Highland avenue. New and second-hand jekes of every description were lying about the room, and adorned the mantel, with its plate-glass background. The fact that Mr. Saxby could trust Mr. Miller in the room with all these wares lying about two for his fall suit is more than I can make out! Won't you please wait till—"No, ma'am—thank'ee, ma'am—can't would indicate his confidence in the versatile Virginian's honor and judgment.

porter.
"That's so; I might," responded the

handed attention and hospitality the world over. Not the least among Richmonders who

have helped sustain the fair record of the old Commonwealth is our genial and tal-ented townsman Polk Miller, of this city, and it is with pleasure that The Times prints the following taken from the Cin-cinnal Commercial-Gazette of Tuesday

Auditorium of Odd Fellows' Temple last night, preceded by Mr. Howard Saxby's "Thirty Minutes With Thirty Men,"



Polk Miller is not alone attractive and alertaining on the stage. It is a pleasure to see why he hadn't left his suit to be meet him socially, and the hours spent in his company slip by like minutes. He are the true Vinginia disleta and to see why he hadn't left his suit to be cleaned he said he'd forgot 'em."

Mr. Miller was found snugly ensconced

"You might tell us something about affairs in the South," suggested the re-

man who, though not an old campaigner, has been pronounced the best living delineator of the old-time negro dialect. "I have travelled 50,000 miles in the South in the last twelve months, and you will agree I must have seen a good deal of the South to do that.

"And the South is a great subject." he continued. "The South is booming, and the is going to continue doing so. There is a great deal of Northern capital in the Southern States, and they are clamoring is a great deal of Northern capital in the Southern States, and they are clamoring for more. Why, the other day I went through a great cotton mill down in South Carolina that represented a capitalization of \$7,000,600, and not a cent of it was Southern money. The South is learning a good many things these days, and learning them fast. They have learned the folly of raising cotton, sending it away to be manufactured, and then buying it back again when it returns in the manufactured

article.
"It is only a question of time when they
will manufacture all the cotton they raise.
Then, they have learned to raise corn and
wheat as well as cotton, and they don't have to buy those necessaries any more. Soon they'll be raising all their own

meat, too.

'I learned something else during my travels. The railroads are increasing their rolling stock and improving their roadbeds. That's a straw that shows which way the wind is blowing. And now, my boy, I'm led to say this: There is no city in the United States so well situated geographically or otherwise, to control the Southern trade as Cincinnati. But I am sorry to say there is a feeling in many sections where Cincinnati trade should sections where Cincinnati trade should penetrate that Cincinnati people are pre-judiced against the South. That territory is Cincinnati's, and this condition should not be allowed to continue. "What would you suggest as a remedy?"

was the natural query.
"Muzzle a few foels who seem to forget "Muzzle a few fools who seem to longer the war is over, and cultivate friendly relations. Every time you get things started nicely some irresponsible person says something offensive, and the good work is all to be done over again. Much good should come of your project for a Cincinnati and an Ohio day at the Atlanta Exposition."

Asked about fast mails for the South rom this city, Mr. Miller declared enfrom this city, Mr. Miller declared en-thusiastically that they were just what is wanted and declared Cincinnati is no more anxious for them than are those in

At this juncture a well-dressed, intelli-gent looking colored man was ushered into Mr. Saxby's study. He carried two banjos, and was there by special invita-

This is Prof. Dabney," said Mr. Miller, "And he is a teacher at one of your muste stores. His father was a slave on my father's plantation, down in Prince Edward county, Virginia. He bought his freedom with proceeds from entertainments he gave with his banjo. His son has improved the telent his father left.

hunted Prof. Dabney up immediately upon his arrival. It was but natural that the Virginia as Ohio, and whose railroad conversation should turn upon the negro at the end of the little entertainment, for which Mr. Saxby announced, with much

which Mr. Saxby announced, with much ado, there would be no charge.

"The only salvation for the negro in the South," said Mr. Miller, "is for him to quit spending all his money for whisky, tobacco, and ginger cakes. The no mbers of the race make enough money. The trouble is they don't save what they make. The country merchants get rich off their purchases. The negro is peculiarly fitted for agricultural work, and he performs it successfully, and it the race would only learn to be provident, it would soon control or own the agricultural in soon control or own the agricultural terests of the South."

Didn't Stop to Explain,

"Madam," he began, as he called at a house on High street, the other forenoon "your husband went away in such a nurry this morning that he forgot something."
"Oh. He did ch?" queried the woman

with a good real of emphasis.

rese that makes the interviewer quite at home, whether the interview be of a purely social nature, or of the professional which the Comemicial Gazette re-

"About half an hour. You don't doubt

"No, ma'am-thank'ee, ma'am-can't wait!" replied the man, and the way he got out of te yard and around the cor-ner signified a good deal of mental excitement on his part.

Where, 6h! Where.

The public press is daily full
Of news that's read with interest eager
To find just where those two will fight, But place and facts are very meagre

## Groceries 'Way Down.

FANCIES

FOR

FALL!

No cheap bargains or close-out

goods, but Nice, Artistic Furni-

ture that will be in as good taste and condition ten years from now

as at the present time. That's the story of our stock this week and every other week. We only ask

your inspection of our stock. It

will cost you nothing, and you'll

CHAS. G. JURGENS' SON,

421 EAST BROAD STREET.

not be urged to buy.

Our buyer has just returned from New York. While there he bought some of the biggest

### BARGAINS

EVER OFFERED ON THIS MARKET.

Below is a list of same. This is a chance of a lifetime.

#### Compare Our Prices With What You Are Paying, and Be Convinced.

Best Granulated Sugar, 4jc. lb. Large 4-String Prooms, 15c. 8 lbs New Buckwheat for 25c. Electric Paste Stove Polish, 4c, 4 lbs French Prunes for 25c. Pure Old Virginia Cider Vinegar, 200

gallon. Vanilla and Golden Syrup, 30c gallon. Oyster Crackers, 6c. 1b. Cracker Dust, 6c. 1b. Apple Butter, 3c. lb. Condensed Milk, 7c can, Home-Made Jelly, 3c per lb. Home-Made Jelly, 5c per 10. Large Three String Brooms, 12c. Early June Peas, 3 cans for 25c. 3 cakes Butter Milk Soap Sc. Pure Old Holland Gin, \$3 per gallon. New Irish Potatoes, 15c peck. Breast Pork. 7c per lb. New can Tomatoes, 5c. New Canned Corn, 5c. lew Preserves, a I kinds, 6c. lb. 4 large cans Tomatoes for 25c. Rockwood Cocoa, 8e can.

New Evaporated Apples, 5c lb. Mocha and Java Coffee, 20c 1b. It's a fine drink. Try it. Sour Pickles, 20c per gallon. Best Leaf Lard, 3 lbs. for 25c West of England Sauce, 10c bottle. Best Oats, 30c per bushel. Oil Sardines, 4c. per box or 7 for 25c. 8 Large Bars Soap for 25c. Fresh Mixed Cakes, 7c per lb. Large Cans Table Peaches, 10c. Vermont Maple Syrup, 20c. quart. Imported Claret Wine, 25c bottle. Best New Crop New Orleans Molasses,

40c per gallon. New Currants, 2c per lb. Mountain Roll Butter, 20c. lb. Pure Lard, 6c per lb. Best Ginger Snaps, 4c. per lb. 4 lbs. Mirk Lunch Crackers, 25c Good Soda Crackers, 4c. Brass 3-Hoop Cedar Bucket, 18c. Salt Pork, 6 c. lb. Mixed Spices, 20c lb. i-lb Cakes White Imported Castile Soap. 5c. pound.
Mackerel, 75c. kit.
Corn Starch, 4c package.
Fresh Rolled Oats 4c per lb.
Large Bottle Essence Lemon and Va-

New Strained Honey, 10c per lb. 7 lbs. White Sugar for 25c Jap brand Roasted Coffee, Java and Laguayra, in pound papers, best you

ever drank. Try it once and you will use no other-20c lb. New Apple Butter, 3c. lb. One-half pound tins La Favorita Baking Powder, 5c, best you ever used.
Fine Gunpowder Tes, 40c per lb. This
is regular 60c Tea.
Imported Macatoni. 8c per lb.
Good Mixed Tea, 25c per lb.

Pork Shoulders, 6c, per pound. Large California Prunes, 3 lbs. for 25c. New Codfish, 4c. lb. Salt Salmon, 8c. lb. Ship Stuff and Brown Stuff, 90c per hundred.

Pound box Best Baking Powder, 10c.

Potted Tongue of Ham, 5c can.

Best City Meal, 55c. per bushel,

Old Rye Whisky, 4 years old, \$2 gal.

Sweet Catawba Wine, 60c per gal Good Rye Whiskey, \$1.25 per gal.

Snow Flake Patent Family Flour, \$3.75 per bbi, or 25c per sack Silver King, Minnesota, Patent Family, the best sold, \$4.00 per barrel, or 27c XXX Fancy Family Flour, \$3.25 a barrel, or 23c, a sack. Best North Carolina Cut Herrings; 7c

or \$2.50 per one half bbl 3 Cakes Buttermilk Toilet Soap for Sc. New Sour Krout, 5c. qt. Boneless Hams, 11c per lb. Lake Fish, 15c. dozen. 4 lb Jar Preserves, 25c. Whole Grain Carolina Rice, 5c per lb. French Mustard, 10c qt. Good Carolina Rice, 4c lb Best Switzer Cheese, 20c lb Pure Sugar Syrup, 15c gallon. New Dates, 4c per lb.

Can Salmon, 10c. Home-Made Stick Candy. 7c per lb. Home-Made Stick Candy, 7c per lb.

Nice French Candy, 7c per lb.

Best Worcester Sauce. 15c qt.

New Dried Apples, 4c, lb.

Home-Made Mince-Meat, 6c, lb.

Sweet Mixed Pickles, 15c, qt.

Chocolate Drops and Caramels, 124c, lb.

Rough and Ready Chewing Tobacco, 3c

per plug. Canned Lobsters, 18c per can. All Mail Orders Promptly and Carefully Filled. Remittance Must Accompany Same. All Goods Guaranteed to give Satisfaction. No Charge for Packing,

## S. ULLMAN'S SON.

UP-TOWN STORE, 506 BAST MARSHALL STREET. PHONE 34.

# 

225 East Broad Street, Corner Third,

## THE KING OF LOW PRICES.

## Dollars Are Yardsticks

with which to measure clothing values. Kindly note that seven of them will procure as much goodness with us as ten will do with "dealers." Sometimes it won't even take seven, as all wearers of good made Clothing will testify. And these same wearers will give further testimony as to its long-lasting and good-looking qualities. Especially noticeable are there in the

Scotch Cheviot, English Peasdale, UI 4. UU Clay Worsted Suits.

Kersey Overcoats, \$8, \$10, \$12, and \$15. And there's a particularly good CHINCHILLA

REEFER COAT for the lads at \$5 -- velvet or sailor collar. Other good kinds even as low as \$2, \$2.50, The World-Renowned Gotham Derby, \$5

value for \$3.

'PHONE 316. 1820-1822 E. MAIN STREET. Our New Price-List Mailed on Application.